

The Lexington Intelligencer

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DEMOCRATIC TICKET.

For Senator in Congress
WILLIAM J. STONE

For State Superintendent of Public Schools
HOWARD A. GASS

For Judge of the Supreme Court
JAMES T. BLAIR

For Representative in Congress
COURTNEY W. HAMLIN

For Representative
N. M. HOUS

For Presiding Judge County Court
ZACH W. WRIGHT

For Judge County Court Western District
DAN G. WADE

For Judge County Court Eastern District
JULIUS VOGT

For Probate Judge
S. S. WILSON

For Circuit Clerk
WM. T. TUTT

For County Clerk
GEORGE W. BATES

For Recorder of Deeds
W. T. WERNWAG

For Prosecuting Attorney
WILLIAM AULL, JR.

For Collector
C. L. WILSON

For Justice of the Peace Lexington Township
OLYDE C. WRIGHT

For Constable Lexington Township
JOE N. MITCHELL

A Letter of Interest.

Los Angeles, California.
Oct. 1, 1914.

National Old Trails Road Association. Judge J. M. Lowe, Pres., Kansas City, Missouri, Gentlemen:

Under separate cover, we have made remittance to you today in the amount of \$1,734.00, together with bills for approval and statement of disbursements.

The construction outfit has now completed the work between Los Angeles and Winslow, into the Grand Canyon, as well as the main route between Flagstaff and Williams, approximately 900 miles of road now being thoroughly signposted. Signs have already been completed and shipped to points ahead of the truck as far as Trinidad, Colorado, and sign orders are now being made up for the work entirely through the State

of Colorado, all of which will be delivered and shipped within the next fifteen days. Posts and other materials for the entire work through to Kansas City, including the North and South Highway of Colorado, have already been shipped to their various destinations, where they will be picked up by the truck as they proceed. Our estimate of time necessary for this work is being borne out by the work of the construction crew thus far, as they are closely following the schedule of time estimated across the most difficult sections of the road for a heavy truck. Barring accidents or unusual weather conditions, the construction outfit will no doubt complete the work into Kansas City by Dec. 20, reasonable allowances having already been made for some such contingencies.

The writer has been very anxious to take up the work east of Kansas City while the iron is hot and has for some time figured that November and December would be a favorable time for this work. The matter has, however, been given serious consideration by our Board of Directors and they feel that the present task should be completed and the greater part, if not all, of the funds advanced returned to us before further obligating this organization to a still greater responsibility, both morally and financially, with a strict agreement to do this work "at actual cost thereof" and through you render a strict accounting.

They also feel that it would be a mistake for my work to be too far in advance of the actual construction work. Our Board of Directors are fully determined to carry the project from Kansas City on to New York, providing the arrangements can be made, but for the reasons above noted feel that this had best be undertaken about the first of the year.

We trust that the publicity work which you have been doing are now engaged in along the route eastward will not be seriously effected by the delaying of the writer's trip for a matter of sixty or ninety days; on the contrary, it is possible that that may be turned to advantage by showing the organizations and individuals along the route something of the magnitude of this work and the necessity of completing the western portion thereof before undertaking the work eastward.

If secretary Davis and his moving picture outfit have already left for their trip East, will you kindly communicate with them at once, advising them that it is our purpose to take up that work immediately after the first of the year.

Our Road and Map Service Department has been energetically at work preparing complete detailed maps from the notes taken when Mr. D. C. Mitchell and I wrote made their trip in May and June of this year. These maps are being carefully checked with government topographical sheets, verified by county records where possible, and complete descriptive matter of each section along the route is now being prepared. We, therefore, feel that upon completion, our tour book covering this route will be the most complete, both from a topographical and descriptive standpoint of anything of like character ever issued. The writer has been communicating with authorities and individuals all along the route through Colorado securing live and accurate data concerning scenic attractions, resources, population, and other statistics, which will enable us to give, on the page opposite each map, comprehensive and accurate information concerning that particular section. We have already taken a great many photographs at various points for this work and hope to illustrate in a manner that will be both pleasant and helpful to the motorist.

We would be very glad, indeed, to hear from you with your views in the premises and assure you that everything possible to expedite the work, is and will continue to be done.

Very truly yours,
Automobile Club of Southern California. Per C. E. McStay, Special Representative.

WHY THE COST OF OPERATING RAILROADS HAS BEEN INCREASED

(Continued from Page 1)

communities rather than to place such a temptation for power in the hands of those who rise and fall in the field of politics. Furthermore, should the time ever come when the Government takes over the railroads it means that the people will have to forego the millions of taxes which they now pay. Many other things could be said upon this phase of the question, but space forbids. For sometime, the Government through the Inter-State Commerce Commission has been engaged in making a physical valuation of all our railroads as a matter of guidance for future rate adjustments. Again, we repeat, since the people absolutely control and regulate the railroads, is not enough? Will it not be better to let well enough alone—to cling to that which is good and eliminate that which is bad from this time forward?

Increased Cost of Operation.

We now wish to refer briefly to another phase of the problem: For a number of years the cry of the "high cost of living" has been everywhere abroad in the land. Time was, not so many years ago, when the farmer sold his corn at 25 cents per bushel. Now it brings from 50 cents to 75 cents. So, too, he sold hogs at 3 cents per pound, which now readily bring from 7 cents to 10 cents—while a good steer calf, which used to bring from \$10 to \$12 now sells for from \$20 to \$25. Nobody who knows anything about present land values or the farmer's cost of production will contend that he is not entitled to these increased prices. As a matter of fact, unless he is an exceedingly good manager and utilizes the best of modern Agricultural thought he is by no means getting rich at present prices—high as they may seem to the people in the cities who do not understand the cost attached to present day farming. To go back to the old prices he used to receive would bankrupt, in a little while, every farmer in the country—and the tendency of the future will be for the pri-

ces of farm products to go still higher rather than lower. Agriculture is the Nation's great fundamental industry and must make the farm justify the man who is on the farm today and the farmer's boys of the future to stay by the plow. Much has been said recently about the fact that the farmer does not receive enough for what he produces—that there is too big a waste in the channels through which his products pass before they reach the consumer and that he has some cause for complaint in this respect is undoubtedly true. However the railroads can face such an inquiry with a clear conscience—for an exhaustive investigation conducted by the Lehigh Valley Railroad some time ago shows that the farmer gets 50 1/2 cents out of the average dollar's worth of products he sells, the packers, local shippers, distributors and retailers 44 1/2 cents between them, while the railroads receive only 5c or one-twentieth of the dollar for the freight service they render.

So, too, there has been a steady advance in practically the entire realm of merchandise and manufactured products, whatever their nature, and the ever increasing toll in the cost of labor, steel products, lumber, cars, locomotives and other supplies has levied a tribute of untold millions upon the railroads which have not only been forbidden to increase their rate but on the contrary, in many instances, compelled to lower them.

Big Increased Cost of Labor

To give the reader an exact idea of how the cost of labor has advanced in the operation of railroads we quote the following increases in the daily wage from 1903 to 1913—a period of only 10 years: In the case of engineers it increased from \$4.01 per day in 1903 to \$5.20 in 1913—or an advance of 30 per cent; fireman from \$2.28 to \$3.16, or 38 per cent; conductors from \$3.38 to \$4.43, or 31 per cent; other trainmen from \$2.17 to \$3.06, or 41 per cent; machinists from \$2.50 to \$3.28, or 31 per cent—and all other classes of railroad operatives and employees in a more or less similar degree. While these advances have proven a great boon to the nearly two million men employed in the railway service and increased their capacity to buy from merchant and farmer, they have exacted many millions annually from the railroads themselves—all of which made the general public better off, but the roads poorer.

Other Increased Costs

But there are many other items which have enormously increased the cost of railroad operation which we cannot go into because of a lack of space. The public is constantly demanding a more efficient and a safer service and hence the railroads have had to spend vast sums in installing block signals, steel passenger cars, doing away with grade crossings, straightening lines, heavier locomotives, better road beds, and supplying many other precautions protecting both their operatives and the public—all things very necessary, yet very costly.

Now, while labor, farm products, merchandise and manufactures and supplies of all kinds have steadily increased in price, the railroads, as stated before, have been compelled to reduce their rates in the face of this avalanche of ever-advancing cost of operation—and that all but the most powerful lines find themselves in an exceedingly critical condition is not to be wondered at. The farmer, the merchant, the manufacturer and the laborer justly insist that they would not be able to get along on the prices they re-



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Ginghams at 10, 12 1/2 and 15c
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W. G. McCausland

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ceived ten or fifteen years ago. How, then, can the railroads, which are the largest employers of labor and buyers of material in the United States be expected to exist on less than they received ten or fifteen years ago? In view of these facts, it is no wonder that President Wilson and other patriotic and careful students of the situation are speaking words of kindly admonition to the American public to the end that the railroads through whose giant arteries flows the very life blood of the Nation may not be wrecked and destroyed. Adv. (To be continued next week.)

Mr. and Mrs. Theodore Karrenbrock and three children left Tuesday for their home in New Melle, Mo., after a visit here with the family of Rev. C. H. Sudbrook.

Mrs. A. J. Chalkley and little daughter, Mary Jane, returned Tuesday evening from a visit in St. Louis.